

NOTES ON WILD
LIFE IN HONKONG
AND SOUTH CHINA.
By the Rev. O. A.
BUNBURY, M.A.
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號三十月二年五十五百九千壹英

HONGKONG, SATURDAY, FEBRUARY 13, 1915

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(CORNER OF FLOWER STREET).

Telephone No. 1362.

Hongkong, February 2, 1915.

THE FALKLANDS FIGHT.

As a result of the British fleet visiting
Monte Video, we learn that the battle
cruisers Invincible and Indefatigable had
sent out from home to deal with the
German squadron. The date on which
these vessels left is not stated, but it must
have been in the second week of November,
or within a few days of the news arriving of
Craddock's defeat. It is also clear that they
only arrived at Port Stanley on Dec. 7, or
just in time, since on the following morning
the German squadron turned up. It was a
fine piece of work, calculated with the
utmost accuracy. A distance of 14,000 miles
at high speed had to be covered by the
ships on their journey, and their arrival on
the spot to the minute constituted an un-
paralleled feat. It is clear that Admiral
von Spie was well supplied with information
about the movements of the ships in
South American waters. The knowledge
that an Anglo-Japanese squadron was ap-
proaching from the North must have
warned him that he had come to the end
of his tether in the Pacific. Doubtless, he
knew or guessed that the Canopus was
sheltering at the Falklands, and Port
Stanley. If it is true that the Canopus
offered facilities, with its store of coal
and wireless station, at an admirable base
for raiding purposes. It is reported that
the German admiral had many resources
with him on board the Prinz Eitel Friedrich
to form a garrison, and had he succeeded
in his enterprise it would have taken a
fairly large force to regain the islands.
The Canopus was the chess in the move-
ment. Just when the prize seemed within
his grasp the appearance of the two great
battle-cruisers must have been a severe
disappointment. It was a triumph for the
policy of mystification, for which the
Admiralty has sometimes been taken to
task—"London and China Express."

The first meeting of creditors was held
on 9th Dec. at the London Bankruptcy
Court under a receiving order made against
Mr. Cecil de Winter, described as of
6, London-wall-buildings, E.C., company
promoter and director. Mr. E. Liddan,
Hough, Senior Official Receiver, reported
that accounts had been lodged showing
liabilities £13,089 to rank against assets
valued at £10,415. The debtor had stated
that prior to 1902 he was engaged in Cyprus
as a coffee and tea planter, but in that year
returned to England and subsequently
became directly interested in the promotion
of a large number of rubber companies
to secure a revenue in the Federated
Malay States and elsewhere. Among the
number were the Jolly, the Golden Hope,
Rubber Tanned Leather Co., Bangawan,
Bernum Parak, Bukit, Brish, Castlefield,
Rubber Securities, Razumi, Sangoi Kari,
Kian, and the Escof Company. The
debtor had been in receipt of an income of
£1,400 per annum from his fees as director
and share of company profits. He attrib-
uted his failure to business connection with
companies in which he had invested con-
siderable sums of money, inability to
obtain his share of the profits of the
Produce Agency Syndicate, and to liability
under a bill for £7,000 in respect of which
he had received no consideration. In the
absence of any proposal the case was left
in the hands of the Official Receiver.

COUGHING INTO
CONSUMPTION

"Only a Cough" but you stop
while it is ONLY a cough.

WATERBURY'S
METABOLIZED
COD LIVER OIL
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for combating severe coughs.
CURES any cough that is
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RACE BOOKS 1915.

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KELLY & WALSH, LTD.
BREWERS & Co.

Hongkong, Feb. 9, 1915.

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DATE

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CHINA MAIL OFFICE.

DIOCESAN SCHOOL OLD BOYS

ASSOCIATION.

A SMOKING CONCERT will be held
at the SCHOOL on FRIDAY the
19th instant at 8.30 p.m. Old Boys who
wish to attend please communicate with
the Hon. Secretary.

H. GITTINS,

C/o Messrs. JARDINE MATHESON & Co. Ltd.
Hongkong, Feb. 11, 1915.

NOTICE.

THE EAST INDIA SEA & FIRE
INSURANCE CO.

WE HAVE taken over the AGENCY
of the above Company in Hongkong
and are now prepared to grant FIRE and
MARINE policies of insurance at Current
Rates.

THE CHINA COMMERCIAL CO.,
3, Duddell Street.

Hongkong, January 16, 1915.

NOTICE.

L'UNION FIRE INSURANCE
COMPANY LTD. OF PARIS.

WE HAVE taken over the Agency of
the above Company formerly held
by Messrs. FIDELITY & Co. and are
prepared to ACCEPT RISKS from this
date.

CREDIT F. NICKER

DIXTERIE ORIENT,

Princes Buildings.

Hongkong, January 21, 1915.

HONGKONG & SHANGHAI BANK-
ING CORPORATION.

NOTICE IS HEREBY GIVEN that the
ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS in
this Corporation will be held at the City
Hall, Hongkong, on SATURDAY, the
20th day of February, 1915, at 3.00 p.m.,
for the purpose of receiving the Report of
the Board of Directors together with a State-
ment of Accounts to 31st December, 1914.
The REGISTER of SHARES of the
Corporation will be CLOSED from MON-
DAY, the 8th February, to SATURDAY,
the 20th February, 1915 (both days
inclusive), during which period no Transfer
of Shares can be registered.
By Order of the Board of Directors,
N. J. STABB,
Chief Manager.

HONGKONG, February 3, 1915.

HUMPHREYS ESTATE AND
FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the
ORDINARY ANNUAL GENERAL
MEETING of SHAREHOLDERS will be
held at the Hongkong Hotel, Hongkong,
on SATURDAY, 20th February, 1915, at
3.00 p.m., for the purpose of receiving the
Report of the Directors together with a
Statement of Accounts for the year ending
31st December, 1914.
The TRANSFER BOOKS of the
Company will be CLOSED from the 13th
to the 23rd February, (both days inclusive)
during which period no Transfer of Shares
can be effected.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, Feb. 11, 1915.

THE NATIONAL LOAN OF THE
THIRD YEAR OF THE
REPUBLIC OF CHINA.

SIXTEEN MILLION DOLLARS
(\$16,000,000)

SUPPLEMENTARY ISSUE OF EIGHT
MILLION DOLLARS (\$8,000,000)

NOTICE is hereby given to Subscribers
that arrangements have been made by
the Chinese Government to hand to the
Underwritten each month the sum of
Dollars One Hundred and Twenty Thousand
(\$120,000) from the revenues as signed
under the Loan Regulations to the service
of these Loans. Loan saving Accounts
have been opened in the name of the
Underwritten with the Bank of China and
the Bank of Communications, into which
these monthly instalments of interest will
be paid as received, and these accounts
will be drawn on to meet the half-yearly
interest Coupons payable through the
intermediary of the above named Banks.
The 6th interest instalment for the
month of January has been duly received
and brought to account.

SUBSCRIBERS to the Supplementary
Issue of Eight Million Dollars (\$8,000,000)
are further notified that in accordance with
Article II of the Loan Regulations the full
amount of Dollars Four Hundred and
Eighty Thousand (\$480,000), being the
amount of interest on the loan for one
year, has been duly paid by the Ministry
of Finance and the Ministry of Com-
munications and has been placed on "fixed
deposit in the name of the Underwritten
with the Bank of China and the Bank of
Communications, as a permanent guarantee
for the interest on the loan.

F. A. AGLEN,
Inspector General of Customs
and Vice-Chairman of the Bureau
of National Loans.
Inspectorate General of Customs,
Peking, 27th January, 1915.

NORTH BRITISH & MERCANTILE
INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,

and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS at 31st December, 1913.
£23,622,135.

Authorized Capital £8,000,000
Subscribed Capital £4,500,000
Paid up Capital ... £2,437,500
II—Fire Funds ... £3,693,114
III—Life & Annuity Funds ... £16,138,160
Sinking Fund Account ... £8,512

Revenue Fire Branch ... 2,587,158
" Life and Annuity ... 1,973,289
Revenue Marine Department ... 292,692
Other Receipts ... 430,193

£5,233,312

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN, TOMES & CO
Agents.

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Ironmongery, Wine and Spirits.
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order by our own tailors.

Large assortment of Chinese Silks and
Foreign Goods of every description.
All goods sold at reasonable Prices.
The Cheapest and Best place in Canton &
Hongkong to buy Chinese and Foreign
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Pumps empty Dock in 2-54 hours.

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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
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No. 1 Tea 95 cts. per lb. Foochow Buds 90 cts. per lb.

Our own Special Blend of India & China Teas
85 cts. per lb.

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Hongkong, April 11, 1915.

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Estimates furnished on application.

Hongkong, April 1, 1915.

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COCOA



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most delicious
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Cadbury's
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finest Cocoa

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DIAMOND BRACELETS, RINGS, BROOCHES.
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MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908.

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Hongkong, February 9, 1915.

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KAIPING COAL

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KANADA, NAKAZUTA, SAGO,
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Tokyo, Yokohama, Nagoya,
Tsuruga, Shanghai, Hongkong,
Hankow, Peking.

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For particulars, apply to

K. KATO,

Manager,

No. 2, PEDDER STREET, HONGKONG.

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All correspondence to be addressed to: J. BENDIEN, Director I.C.I.B., DANKRA 60, Amsterdam.

Hongkong, March 5, 1914.

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW.

THE FLOWER AND VEGETABLE SHOW will be held on the 4th and 5th March in the Botanical Gardens.

Interested Exhibitors should send their entry forms to the Hon. Secretary not later than 25th February. Copies of Rules and Schedules may be obtained from the Hon. Secretary.

F. HOWELL,

10 Des Voeux Road, Central.

Hongkong, Feb. 9, 1915.

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NEW MACAO HOTEL.

NOTICE.

TAKE NOTICE that on and after the 1st day of February, 1915, the Management of the above HOTEL will be carried on by L. W. MAK in place of O. C. MOORE, and all future correspondence and orders must be signed by the said L. W. MAK.

NEW MACAO HOTEL, Macao.

Macao, 4th February, 1915.

300

FRENCH LESSONS

G. MOUSSON,

15, Morrison Hill Road.

As Welcome as the Mail

With their uniform fullness of flavour, delicious fragrance and unchallengeable purity, Aide-de-Camp Cigarettes are a source of unrivalled pleasure and satisfaction.

Aide-de-Camp Virginia Cigarettes

Skilfully blended by experts from the choicest Virginia leaf and packed in air-tight tins.



PRICE: 75 Cents a Tin of 50 Cigarettes.

In Return for 10 empty "Aide-de-Camp" tins we give one beautiful Calendar for 1915.

WESTMINSTER TOBACCO CO., LTD.

18 BANK BUILDINGS, Hongkong.

THE PEKIN SYNDICATE.

DIRECTORS CONFIDENT OF SUCCESS.

An ordinary general meeting of the Pekin Syndicate, Limited, was held at the Cannon-street Hotel, London, E.C., on the 30th ult., Mr. René de Cereville presiding. The notice convening the meeting and the auditors' report having been read, the Chairman said:—

On account of the war, and of the strained and disturbed situation which prevailed and has followed the present crisis, the number of directors attending this meeting is exceptionally small. Count du Chaylard, has been obliged, through private duties, to remain in France, whilst Count de Segur, as a captain in the French Artillery, is busy on the fighting line somewhere in the region of the Alps. Lord Carrick, whom we had been glad to appoint Chairman recently, and who is likewise performing military duties, has found it necessary, much to our regret, to resign for personal reasons. Two directors, Mr. Chantrey Inghel and Mr. Charles Victor, have retired from the board. The former had acquired a great experience of Chinese affairs in the employ of a leading French bank, and had afterwards been appointed London manager of another leading foreign bank. Therefore, on more than one occasion, his advice was most useful to the company. Mr. Victor, well known on the other side of the Channel as a man of wide financial experience and tireless perseverance, had played a most important part in introducing into the French market the Shansi shatus, and has never ceased to secure for the company the support of a large body of shareholders. I am sure you will accord both these gentlemen a hearty vote of thanks for their services.

With your permission, I propose to adopt the customary practice of considering the report and accounts as read. It will be remembered that in the report of the joint consulting and mining engineers a year ago, reference was made to the disease known as "Mines' worm," which had obtained a hold at the mine, and it was stated that strenuous efforts were being made to eradicate it. The Directors are glad to be able to state that a recent report from the medical officer at the mine certifies that the disease has now been entirely eradicated, and that no new case, among either the native or foreign staffs, has come under his notice since the previous report. It is true, as mentioned in the report, that the European troubles temporarily interfere with our affairs; for instance, our sales have been curtailed; part of the staff have joined the colours; our collier has been chartered by the British Admiralty; a certain amount of coal has been seized, and, of course, not paid for by the German authorities in Shantung; shipping and mail facilities between Europe and the Far East have been, and are, either stopped or delayed, but the company's property has not been, and is not likely to be, interfered with. There is no sign of any feeling against foreigners, and it is to be expected that the joint British and French interests will ultimately profit by a better notion of civilised and peaceful methods, such as the Chinese people, for historical reasons, are more apt than anyone else to appreciate and reciprocate.

Some shareholders, I understand, are somewhat doubtful as to the policy which has been recommended by the board in the latest annual and interim report of the company and the Chinese authorities. In this respect I am glad to say that negotiations with the provincial authorities in view of facilitating improved working conditions and extending operations which have been in progress some time have now reached a stage when a satisfactory settlement may be confidently anticipated, and that a preliminary agreement to this effect has already been signed, particulars of which cannot be disclosed until negotiations are completed. According to these news, we have full confidence that our contract with the Central and Provincial Governments will be made to work more smoothly than ever, and I hope more profitably. The Directors regret, however, that they are unable to recommend the distribution of a dividend. No one can foresee the development of the present crisis in financial affairs, and it is therefore a duty more imperative than ever to husband the company's resources until we can sail in smooth waters again, and not to enter into the dividend-paying stage at a time when older and more firmly established concerns are experiencing difficulties in this respect. We received last week a cheque for £20,000 from the Government of the Republic of China, the interest in respect of Coupon No. 10 due January 1, 1915, on the Chinese Government Honan Railway 5 per cent. (Gold) Loan. It is especially gratifying at this juncture, and at the present time, to again mention that the Chinese Government has never failed to fulfil its obligations.

I propose that the Directors report and accounts made up to June 30, 1914, be and the same are hereby received and adopted.

Sir Richard D. Ardrey, K.C.B., seconded the resolution.

Mr. Sydney Perks: Would you kindly let us know separately the items in the profit and loss account making up the directors' remuneration, travelling expenses, and so on, and also interest on investments, Gold bonds, and deposit, and current accounts? I think we ought to have those items separately, and will you kindly let us have them, please?

The Solicitor (Sir Frank Crisp): I will read them. The item of directors' fees is £3,600. The directors' travelling expenses are £730 4s., of which the details are given here. Office rent, house-keeper, and so on, £1,802 12s. 10d., less amounts received from another company, which reduces the net expenditure of £1,552. I need not read the shillings.

The salaries are £4,825; secretary, £1,425; and the assistant-secretary and the staff make up the difference. The auditors' remuneration is £137 10s., the law costs are £400, advertising £258 15s., telegrams and telegrams £174, general expenses £210—there is a long detail of these, but it is not worth reading them out. Then, coal trials £33 and share warrants expenses £45. These were the London expenses. Now we come to the expenditure in Paris. Office rent £122; managing directors' and other salaries £3,921.

Mr. Abbott: Is this in addition to the other £3,000 odd?

The Solicitor: That is for London, and this is for Paris. The managing director has £3,000 per annum. Travelling expenses are £188, and general expenses in Paris are £71. That makes up the total that appears in the profit and loss account.

factory settlement may be confidently anticipated, and that a preliminary agreement to this effect has already been signed, particulars of which cannot be disclosed until negotiations are completed.

According to these news, we have full confidence that our contract with the Central and Provincial Governments will be made to work more smoothly than ever, and I hope more profitably. The Directors regret, however, that they are unable to recommend the distribution of a dividend. No one can foresee the development of the present crisis in financial affairs, and it is therefore a duty more imperative than ever to husband the company's resources until we can sail in smooth waters again, and not to enter into the dividend-paying stage at a time when older and more firmly established concerns are experiencing difficulties in this respect. We received last week a cheque for £20,000 from the Government of the Republic of China, the interest in respect of Coupon No. 10 due January 1, 1915, on the Chinese Government Honan Railway 5 per cent. (Gold) Loan. It is especially gratifying at this juncture, and at the present time, to again mention that the Chinese Government has never failed to fulfil its obligations.

I propose that the Directors report and accounts made up to June 30, 1914, be and the same are hereby received and adopted.

Sir Richard D. Ardrey, K.C.B., seconded the resolution.

Mr. Sydney Perks: Would you kindly let us know separately the items in the profit and loss account making up the directors' remuneration, travelling expenses, and so on, and also interest on investments, Gold bonds, and deposit, and current accounts? I think we ought to have those items separately, and will you kindly let us have them, please?

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Mr. Perks: On the other side we should like to know the interest on investments, Gold bonds, etc., and what the profits were on the working of the collier.

The Solicitor: The £47,101 is made up as follows:—Chinese Government Treasury bonds £20,840; Peking-Hankow Railway, £3,657; deposit accounts, £872; current accounts, £119; Chinese Government Honan Railway 5 per cent. Gold Loan, £28,306; profits on the redemption of 500 Founder shares in the Banque Industrielle de Chine, £9,941; commission on taking up Treasury bonds, £1,785 (that is, less a small refund of income tax and less interest on prepayment of instalments). In China there are some small amounts, making altogether £221. That makes up the total of £47,101.

Mr. Perks: Then apparently there is no profit on working the collier. You have got that down as a special item, but you do not give any details about it.

The Solicitor: We have not started a profit and loss account yet for working the collier.

Mr. Perks: There is no sum of money earned; surely that is not so?

The Solicitor: You will see on the right-hand side of the balance-sheet a total amount of £319,176. The profit is in that.

Mr. Perks: I want to know how much of the £47,101 is the profit on the working of the collier.

The Solicitor: The collier or the colliers?

Mr. Perks: The collier.

The Solicitor: £1,053.

Mr. Perks: There has been an article in Truth in which, if I remember rightly, it states that in the balance-sheet you give the cost of equipment of the steamship Sir Richard Ardrey as over £42,000. Can you give us the items of last year and the year before?

The Solicitor: The cost of the collier in the 1913 accounts was £42,104; this year it is £42,609, and in 1912 it was £38,000.

Mr. Perks: Will you kindly tell us how it is that the value of this steamer has so very much increased, whereas the usual idea, I think, is to write off a large sum for depreciation?

The Solicitor: In 1912, when the figure was £38,000, the collier had not been completed; in the next year, when the amount was £42,104, it was completed; and this year we have added a wireless installation to it.

Mr. Perks: You have allowed nothing for depreciation at all on the steamship. Is there any depreciation included in it?

The Solicitor: 5 per cent. per annum depreciation was allowed.

Mr. Abbott: And it now stands at what?

Mr. Perks: £42,609. Could you tell us the cost of the wireless installation, please?

The Solicitor: £450.

Mr. Perks: Does that make up the difference?

The Solicitor: It practically makes up the difference. There are some small expenses in addition—£30 or so.

The Chairman: Are there any further questions? I wish to repeat, upon these figures, in the accounts, that we shall always be glad to give any particulars at our office.

The resolution for the adoption of the report and accounts was then put and carried.

Mr. Perks: I propose: "That in future further information shall be given in the profit and loss account, the profit or loss being allocated to each item in such account." I do not want a whole mass of figures, but where you have separate items I want those sums set out.

Mr. Hall seconded the resolution, which, on being put to the meeting, was lost.

UNACCEPTED MOTIONS.

Mr. Perks: The next resolution I have to move is: "That in the opinion of this meeting the directors should consent to forego their remuneration until the company pays a dividend." Apparently from the information given to-day they paid in directors' fees in London £3,600, and in Paris £3,921, making a total of £7,521.

The Solicitor: You cannot move that as a resolution, Mr. Perks—not at this meeting.

(Continued on page 5.)

THE LONDON DIRECTORY.

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in each class of goods. Besides being a complete commercial guide to London and its suburbs, the Directory contains lists of EXPORT MERCHANTS

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DON'T Forget after the Show, Supper, and a Night's Refreshment.

ALEXANDRA CAFE.

Open Till Midnight.

INTIMATIONS

RANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY and TUESDAY the 15th and 16th instant. Hongkong, February 11, 1915. 132

MARINE INSURANCE ASSOCIATION OF HONGKONG.

CHINA NEW YEAR HOLIDAYS.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY and TUESDAY, 15th and 16th February, 1915.

By Order, A. R. LOWE, Secretary.

Hongkong, Feb. 12, 1915. 142

FIRE INSURANCE ASSOCIATION OF HONGKONG.

CHINA NEW YEAR HOLIDAYS.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY and TUESDAY, 15th and 16th February, 1915.

By Order, A. R. LOWE, Secretary.

Hongkong, Feb. 12, 1915. 141

FOOTBALL.

MATCH at Happy Valley on China New Year Holiday, MONDAY, the 15th February, at 4.0 p.m.

CHINESE PLAYERS OF THE HONGKONG LEAGUE

INDIAN PLAYERS OF THE HONGKONG LEAGUE

(ALANCO T.A.M.)

Tickets to admit to Stand 30 Cents, to enclosure 20 Cents, only obtainable from the Match Committee.

PROFITS TO BE GIVEN TO PRINCE OF WALES' FUND.

F. W. EAGER, Hon. Secretary, H. K. F.A.

Hongkong, Feb. 12, 1915. 138

KOWLOON CANTON RAILWAY.

NOTICE.

MIXED FOOTBALL COMPETITION.

THE Public is hereby notified that on MONDAY, February 15th, for the convenience of competitors in the above Competition, the Train advertised to leave Kowloon at 11.20 A.M. will be run in two portions. The first portion leaving at 11.10 A.M. (last Ferry 10.55 A.M.) will arrive at SHANGHAI STATION and will be ONLY AVAILABLE FOR PASSENGERS HOLDING FIRST CLASS TICKETS. The second portion leaving at 11.25 will make the usual call.

By Order, H. P. WISSLOW, Manager.

Kowloon, 11th February, 1915. 134

KEATING'S LOZENGES
cure the worst Cough

DAIRY FARM NEWS.

FISH

We have received a New Shipment

OF SELECTED

FINNISH HADDOCKS.

FILLET HADDOCKS

AND KIPPERS.

68

MARTIN'S APIOLESTER PILLS

THE NEW FRENCH REMEDY, THERAPION NO. 1, 2, 3

A Natural Remedy

Time was when disease was thought to be due to the direct influence of evil spirits, and exorcism and magic were invoked to cast it out.

Science has taught us wisdom. The evil spirits exist still. We call them "Disease Germs," and they also must be cast out. Once lodged in the stomach, or intestines, fever with its hallucinations, or biliousness with its aches and pains, is the result.

ENO'S FRUIT SALT

is the approved remedy for driving out disease germs. Its action is quick and thorough. It clears the intestines, rouses the torpid liver to new life, stimulates the mucous membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

WATSON'S CARBOLIC TOOTH POWDER

Pleasant to use, "CLEANSING" and POWERFULLY ANTISEPTIC. Destroys disease germs which invade the mouth, and so PREVENTS GUM DISEASE and DENTAL DECAY.

Price 40 Cents Per Large Tin.

WATSON'S PURE CARBOLIC SOAPS

Highly recommended by the Medical Profession for the Bath and Toilet. In three strengths: 20 per cent., 10 per cent. and 5 per cent.

A. S. WATSON & CO., LTD.,
CHEMISTS, DRUGGISTS and PERFUMERS.
BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR.

**WM. Powell
LTD.**
TELEPHONE 349
FOR THE RACES

FOWNES' GLOVES
IN
DOESKIN and
IMITATION LEATHERS.
COLOURS.
LIGHT GREY CHAMOIS
DARK GREY STONE
CALL & INSPECT THEM

WM. POWELL, LTD.
High-Class
Gentlemen's Outfitters.

THE DIARY.

MEMO FOR TODAY.

8 p.m.—Kowloon Cricket Club's Annual Dinner.

MEMOS FOR TOMORROW.

St. Valentine's Day.
Chinese New Year Day.

MEMOS FOR MONDAY.

H.K. Cricket Club v. K. Cricket Club
on H.K. Ground.
Chinese New Year Holiday.
Mixed Foursums Competition at
Fanning.
Opening Night of the Italian Grand
Opera Co.
6 p.m.—Concert at Italian Convent in
aid of Belgian Relief Fund.

General Memoranda.

TUESDAY, February 16.—
General Holiday.
Interport Golf at Fanning.
6 p.m.—Concert at Italian Convent in
aid of Belgian Relief Fund.
WEDNESDAY, February 17.—
Ash Wednesday.
2.20 p.m.—Auction of Teakwood and
Blackwood Furniture etc., at Messrs.
Hughes and Hough's.
THURSDAY, February 18.—
3 p.m.—Auction of a Motor Car for
benefit of Prince of Wales Fund, at
Messrs. Hughes and Hough's.
FRIDAY, February 19.—
8.30 p.m.—Smoking Concert at Diocesan
Boys' School.
SATURDAY, February 20.—
Princess Royal's Birthday (1897).
11.30 a.m.—Annual Meeting of Ham-
phrey's Estate and Finance Co., Ltd.
Noon—Hongkong and Shanghai Bank
Meeting.
9 p.m.—Smoking Concert at the Phoenix
Club.
SATURDAY, Feb. 20 & Sunday, Feb. 21.—
R. H.K. Yacht Club Championship
Races.
MONDAY, February 22.—
Washington's Birthday.
Mon., 23, Tues., 24 & Wed., Feb. 24.
—H.K. Yacht Club Race Meeting.
TUESDAY, February 23.—
Enquiries for the Annual Flower and
Vegetable Show.

THE EDWARD DISPENSARY,
C. KAMMING & Co., Ltd.
Chemists and Druggists.

**GREAT REDUCTIONS IN
PRICES.**

PRESCRIPTIONS ACCURATELY
DISPENSED.
Pure Drugs, Patent Medicines, &c.

2A, QUEEN'S ROAD, HONGKONG.
Hongkong, July 22, 1913.

BRIEF.
HARBOR.—On February 5, at the
Victoria Nursing Home, Shanghai, to Mr.
and Mrs. ALEXANDER HARBOR, a daughter.

THE CHINA MAIL
HONGKONG, SATURDAY, Feb. 13, 1915

HAS THE SUBMARINE DONE ALL THAT WAS EXPECTED?

This is the question that is asked and expounded by a writer in "Engineering" to hand, and in these days when we are becoming accustomed to the prominent part taken by the submerged craft, it is of the utmost importance that the matter should be considered from every point of view. The question arises as to whether the submarine boat even with the effective torpedo, is all that it was expected to be. The United States General Naval Board, while recommending the construction of an increased number of fleet submarines and coast submarines, refrains from entering into any question of the possible superiority of this type of craft. They admit that the value of the submarine in war "for distant work with the fleet" can hardly be estimated, and they recommend that three fleet submarines with a wide radius of action and a high speed should be constructed. They consider that the difficulty associated with the provision of a reliable internal-combustion engine of the requisite power to give the necessary speed has been overcome. Mr. Daniels, the Secretary, however, proposes only to build one of these sea-going vessels, notwithstanding that he takes upon himself to give what must be regarded as the layman's view strongly supporting the advantages of the submarine. He states that recent developments in naval warfare have strengthened faith in the efficacy of the submarine; and "there are many (very many) more than a few weeks ago, believe that the time has come when the advice of Sir Percy Scott should be taken. Months ago that able English officer declared that the submarine was the most effective ship of the Navy of the future, and advised a cessation of the rapid construction of Dreadnoughts, and the utilisation of the money thus spent in building large numbers of submarines. The lay mind has accepted this view of the policy, but the trained naval officers making up the General Board are convinced that while submarines have a large part to play in naval warfare, they do not replace the larger craft." Later the Secretary refers to the fact that at the date of his writing there had been no encounter between powerful ships, whereas the smaller craft had "astonished the world by its ability to sink cruisers and other craft, giving its severest and most fatal blows before its presence is discovered." This is true; but when all the successes of the submarine boat are carefully analysed it will be realised that they were attended by remarkably favourable circumstances. The British Fleet, of course, has suffered most, because it has been most at sea, and when one remembers the extreme view that Sir Percy Scott took, to the effect that with submarines "in being," it would be hazardous for any fleet of battleships to leave port, the

failure of events to substantiate the gallant Admiral's proposition is significant. It has always been understood that our Grand Fleet is in the open, because otherwise its "silent pressure" could not be operative, and the failure of any of the German ships, submarine or surface, to challenge the Fleet, and establish Sir Percy Scott's theory, must have its effect in moulding the opinion of naval officers regarding the relative place of the submarine and the battleship in composition of navies. The only element which stands in the way of definite deduction—and it is an important one—has reference to the personal equation, always and now more than ever a dominant consideration. The Secretary of the United States Navy therefore, while naively remarking that "it may be that naval engagements later on will teach lessons, and will change expert opinion," a point established by the battles off the Chilean coast and the Falkland Islands—somewhat grudgingly confesses that "as long as the bulk of the ablest naval officers believe that the increase of the Navy should embrace in fair proportion the Dreadnought, the destroyer, and the submarine, the Secretary would not feel warranted in recommending a widely different programme of construction." The surprise is that while the General Board suggest four Dreadnoughts, three sea-going submarines, and sixteen coast submarines, the head of the Navy is satisfied by recommending two Dreadnoughts, one sea-going submarine, and seven or more of the coast-defence type. This latter type, the General Board think, should be a small vessel to act in home waters only. Any addition to size they consider detrimental, because any increased draught debars them from operating in shallow waters, while high speed is not needed, and is gained at the expense of other desirable qualities. The sea-going boat, on the other hand, ought to be of sufficient size, radius, habitability, and surface speed, to accompany and act with the fleet tactically at all times. Nor do the Board think that there is need in naval warfare for an intermediate type.

There can be no doubt but that while submarines will always be the best craft in certain contingencies, the larger vessels will always bear the most important part in any large engagement. The submarine, however, has fully proved its utility as a most useful part of any fleet.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Monday being observed as Chinese New Year Day there will be no issue of the "China Mail."

Proclamations relating to the declaration of the British Protectorate of Egypt are published in the "Gazette" to day.

The appointment of Dr. G. Montagu Harston as Surgeon-Captain in the Hongkong Volunteer Corps is gazetted.

Lady May has consented to distribute the prizes to the pupils of the P. & S. School on Fri'ar, the 19th, at 11 a.m.

The list of contraband goods has again been revised. A proclamation setting them out in detail is published in the Gazette.

Mr. J. M. Aaron, of the Asiatic Petroleum Company's local office, has been transferred to Manila, and will leave in a few days time.

The total output of the Kailan Mining Administration's mines for the week ending 30th January amounted to 61,742.30 tons and the sales during the period to 55,023.91 tons.

The Chairman's speech at the meeting of the P. & S. Syndicate, held in London on Dec. 30, and the questions and answers that followed, will be found on pages 2 and 3.

There was the heaviest snowfall for years in London on Jan. 22nd. The traffic was disorganised and there was a depth of eighteen inches in some of the suburban districts.

Before Mr. Wood at the Magistrate's this morning, a Chinese passenger on board the s.s. "Antilohus" was fined \$200 for having in his possession one revolver and 100 rounds of ammunition.

Among those in "Tientsin" who are anxiously waiting for river communication to be re-established are the sixty-seven children, the sons and daughters of missionaries from practically every northern school at Chiaofo. They have been here over a week waiting for a steamer, save the "Teking and Tientsin Times," of February 6, and our informant, himself a well known medical missionary, states that the parents of some are in such straitened circumstances that the children are being "boarded" at Chinese junks.

TRAINING NOTES.

Yesterday morning was cold and raw at Happy Valley. The grass track being closed, all work was done on the sand course, and the going was heavy going.

This morning the air was milder and drier, and the going was good on both courses. There were no hurdles.

Fijian Chief gave the first performance. He went easily over a mile and a quarter on the sand, covering the last mile in 2.18.2, last quarter 31. Mascotte went well as usual, disposing of a mile in 34.2, 34.3, 33.2, 32.3, finishing strong. Rikau Chief (late Rosario) did a nice gallop over a mile and a half in creditable time of 3.31.2; last quarter 39.3.

Sir Caldever covered the derby distance in 3.20, last quarter 33; not pushed at the finish. Aldwych went well over a mile and a quarter, finishing in 31.1; while Dreadnought Dahlia (Mr. Burkill) up covered the last mile of the same distance in 2.15, last quarter 31. Amphield (Mr. Johnstone) up beat Moffat over a mile and a quarter, finishing very close in 31.1. Perhaps and Wild Cat (Mr. Ezra) in the middle went together over a mile and a half and finished practically together in 3.32.3; last quarter 32.3. Grayling went in good style, and though not out to beat records (first quarter 41), with Bouquet acting as smasher for the last three furlongs he came home in 1.05.1 for the last half; last quarter 32.

Lochmaben's performance (Mr. Johnstone) up over the derby distance was the finest of the morning. Rikau Chief went the whole distance but was left lengths behind at the finish. Apothecary joined in at the three-quarter post to make the pace, but could not keep up with the derby gallop down the home straight. The time as we got it was 3.27.4, made up as follows: 33, 34, 33.2, 34.3, 33.1, 32.2; but some affirm that the last quarter was somewhat faster. Australian Chief was taken a mile and three-quarters, which he covered in 4.04.3; last mile 1.14.2, last quarter 30—a very good performance. Dornoch Chief brought him along over the last three furlongs. "Triumphing Dahlia," guided by Mr. Viala, moved very nicely; last quarter 31. Sammie is improving every time he goes over 2.15.4, last quarter 31.4 is good time for a "navy-cup" race. Black Gem and Lucky Gem put up good time for a mile and a quarter together, but they do not seem to be able to improve on 33 for the last quarter. Whitebay is an improving pony and covered his mile and a half in good style this morning; last half 1.04.4, last quarter 32.2. "President" was taken slowly over a mile and a quarter, and was not much pushed at the finish, though his last quarter was only 30.2. Liberty Dahlia under Mr. Burkill went in a very striking style over a mile in 2.16, last quarter 31. Gamster did not seem to go so well this morning, but his time nevertheless was fast. He went the derby distance in 3.28.4, last quarter 31.2. The Duke Dahlia and Perfection Dahlia both negotiated a mile (separately) in 2.10. The former finished in 30.3 and the latter in 31.1. Beattok under Mr. Johnstone's guidance showed much better style and finish than on previous performances. His mile and a quarter was done in 37.2, 39.3, 35.1, 34.4, 31.1=2.52.1. Soldier finished strong in 31 after going a mile in 2.21.2. Coronet, about which pony there was a suspicion of lameness, was taken by Mr. Burkill over three-quarters in 1.41.1; last quarter 32.4. Swannee, which has also been a little unsound, was taken the same distance by Mr. Knoll in 1.42, last quarter 31. Both galloped as if they were quite right again.

The following times were received too late for inclusion in the table on page 1:—Lorenzo, Pope, Ist. Turum, Mike, Gillewie, 2nd, 1, 36, 33.1, 30.4=1.40; Winning Hazard, MacG., 1, 37.3, 33, 31.4=1.41.1; Lindsay G., Forbes, 3, 33, 32=1.45; Iadum, Forbes, Ist. Erin, Pope, 2nd, 1, 40, 37, 30, 37, 32.3=3.05.3. Erin 3/4th more.

OFF TO THE FRONT.

More Hongkong Men Leave.

During the week end a further batch of local men will be leaving for England, to go into training for active service. Among the Hongkong men are two members of the Hongkong Volunteer Corps, C. H. Buckingham, and E. W. D. Roney, who have both been gazetted Second Lieutenants; and several men have come over from Manila, and from the Coast Ports. The full list of names is given below:

1st Lieut. M. Green.
2nd Lieut. R. W. D. Barney.
C. H. Buckingham.
J. A. Smith.
F. R. Wilson.

Pte. R. N. Burton (late s.s. Hulchow).
J. Wall, and
G. Hudson (late s.s. Allania).
R. C. Ryder.
J. E. Cooke (Singer Sewing Machine Co.).
J. Beattie (Manila).
J. T. Robertson (late. Ironkilling Furnace).

The officers left on the P. & O. Oriental this morning, and others are travelling by different steamers.

A remarkable scene was made by Mrs. G. C. McGregor at a recent weekly practice shoot of the Bolinger Ladies Rifle Association. In a quick-firing practice at 100 yards (seven shots in 35 sec.), at a 3-in. bull, with a 2-in. centre, Mrs. McGregor made a perfect hit, getting four shots in the central bull and all seven on the bull's eye. This performance constituted a record, at any rate for this part of the world, and it may prove that it is unbeatable anywhere. A record of the score has been sent to England.

SINKING OF H. M. S. FORMIDABLE.

VIVID STORY BY ONE OF THE OFFICERS.

Two Explosions.
(From "The Daily Telegraph" of January 4.)

At midnight on Friday a boat with forty survivors of the battleship Formidable, which sank in the Channel on Friday morning, with such a tragic death-roll, touched the beach at Lyons Regis. The men, many of them in the scantiest clothing, were suffering greatly from exposure, and nine were found to be dead when eager hands brought them ashore. The other thirty-one are doing well.

HOW THE SHIP SANK.

Rescued by a Cruiser.

A thrilling account of the incidents immediately following the disaster to the Formidable has been given to a Daily Telegraph representative by one of the officers of the ill-fated vessel, who was on board at the time, and barely escaped with his life.

"I was sleeping in my hammock," he observed, "when, about 2.20, I was awakened by a tremendous crash. I at once jumped to the conclusion that we had either been struck by a torpedo or had run into a mine. I jumped out of my hammock and ran in my pyjamas to the upper deck. I had got as far as the gangway, when I noticed that there was already a great list on the ship. There were others with me—some in pyjamas, some with practically nothing on. At the same time, we turned head on to the wind. The explosion occurred on the starboard side, abreast of the fore-most funnel, and I should say that the resulting rush of water flooded the boiler-rooms, because immediately afterwards the electric light and steam-power failed on all the engines, and we came to a standstill. The men were told to hold out the launch, which carried eighty. This necessitated reeling a big rope round the deck. Handling on this rope with the deck awash is a very difficult operation, but the men performed it in a marvellous manner.

TWO BOATS LUNCHED.
"We got both boats safely into the water, and in such an orderly manner was everything done that each was manned by its own crew and pulled out to a safe distance so that it should not be dashed to pieces against the ship's side. I should here remark that there was a great deal of wind blowing and mountainous seas were running, with the result that in getting the boats away a number of our men were broken against the side of the vessel. The two sea-boats which are always kept ready for instant lowering when the ship is at sea were also manned by their own crews and got safely into the water, and pulled out of danger. For the information of those who might wonder that the boats were not fully loaded with men at once I may say that, in the tremendous sea that was running, the proper thing to do was to get the boats away from the ship first and then let the men get into them from the water after jumping from the vessel.

"The men on the upper deck were told to get as much wood together as possible for assistance in keeping afloat when the ship went down. All wood work that was portable was at once brought to the upper deck, and the carpenter also pulled up part of one of the hulk's. The accommodation ladder was hooked all to the quarter-deck, and all the movable furniture was taken to the upper deck.

"Just about this time—I should think a quarter of an hour after the first explosion—a second occurred. This proved to be a blessing in disguise, at least temporarily, because the great rush of water which ensued helped to right the vessel. We got nearly on to an even keel, and this made it much easier for us to get about the deck. The second explosion seemed to me to burst the boilers. The force of the explosion came through the bottom of the ship, and immediately a tremendous amount of wreckage and ashes shot out of one of the funnels, and fell into the sea.

ASSEMBLY ON THE FRONT DECK.
"All the men eventually got on to the upper deck, each with some piece of woodwork in his possession or near him. I should mention that each man wore, as Admiralty swimming collar, while good enough in a way, simply keeps a fellow's head on a level with the water, with the result that if there is anything of a sea his mouth is nearly always 'awash'—a very unpleasant experience. The officers were wearing a Gieve waistcoat, which is a much better idea than the Admiralty collar. It has a tube on it, and when this is blown up it supports the wearer higher out of the water. There was not the slightest panic. I think this was very creditable. They had been standing for a long time, too, very scantily clothed, in a biting wind, and it was a great test of their courage.

DON'T COUGH.

"I am about to allow a cough to bring on and you will see that when I cough I don't know where a persistent cough will land you. You can't get it to stop without a great deal of trouble, and when it is such a simple thing to stop, why not? I am a simple fellow, so, when I am in a ship's shop and get a bottle of Chamberlain's Cough Remedy. You will be all Chemists and Stationers.

SPORTING.

GOLF.

The Shanghai golfers visited the course at Fanning yesterday, being shown round by Messrs. K. J. Grist, K. Brayshaw, and S. H. Dodwell. Mr. Dodwell went round in 79, and defeated Captain Barrett by one hole.

As the Band of the 25th Punjab will not be able to play at Fanning on Tuesday, the G. I. Club are endeavouring to secure the band of the 74th Punjab for that day, to play duringiffin and tea. Should this be impossible, the 25th Punjab will be at Fanning on Monday.

Baseball.
A baseball game will be played between the teams of the U.S.S. Wilmington and the M. I. K. on the Polo Ground tomorrow afternoon at 2.30.

"Everybody seemed to think the ship would hold out and float to dawn, and she did actually float for about two hours and a quarter. She developed a terrible list, however, in spite of the good effect of the second explosion, and in order to correct this the turret crews tried to train their guns on the beam, but there being no hydraulic pressure, available, they were unable to do this, and the effort had to be abandoned. Verray's lights were now sent up. The wireless apparatus was, of course, out of order, there being no current.

"About this time there would be about 700 men on board out of our complement of 700, the remainder being the crews in the four boats that had been lowered. CAPTAIN'S LAST ORDER.
Things were now getting rather warm. Our vessel was considerably down by the head, and the starboard side of the funnel was awash. Then followed an uncomfortable three-quarters of an hour while we waited. All our water-tight doors were closed, and everything done that could be done to keep the ship afloat, but as time went on it was evident she was going under, and her list was increasing terribly. The crews of the starboard-side—the side which was in the water—had been down and closed the gun-ports, but it was easily noticed in one of the gun casemates that the water was rising rapidly inside, and coming up the ammunition hoists. During the last ten minutes that the vessel was afloat—from about 4.20 to 4.30—the list appreciably increased, and matters had reached a climax.

"The captain came down from the bridge on the port boat-deck, and sang out: 'Into the water with you! she's going.' Then it was a question of each man for himself. You must understand that the ship was now nearly flat on her side. Hundreds of the men had climbed over the rails on the upper side, which was out of the water, and stood there in two ranks waiting for orders, and on hearing the captain's shout they all slid down the vessel's side into the sea. Many fell with some force against the bilge keel, which was showing above the water, and got some nasty injuries, but eventually swam off. I distinctly saw two men get hurt through falling on the bilge keel.

"In the meantime the poor fellows who had not been able to get hold of the upper rail, as the list became greater, slipped back right across the deck to starboard into the water. The fall was more of a drop than a slip, as the deck was by this time almost perpendicular. Many of them fell on the turrets, and I am afraid got injured thereby.

LAST OF MY OLD SHIP.
As to myself, I managed to climb over the top rail with great difficulty, and slipped down the ship's side with the others. On getting into the water I struck out absolutely for all I was worth to escape the suction of the sinking vessel. After swimming furiously for three or four minutes I turned round and found I was only three yards from the ship; I could almost touch it. I suppose the suction had drawn me back. I struck out again, and this time got clear, but could not resist the temptation to turn round and have a look at the poor old ship.

"It was one of the saddest sights I have ever seen in my life, and I never want to see another like it. There was just the stern of the vessel with the two propellers and the rudder sticking out of the water, and plainly outlined against the sky. All this time a very loud hissing noise was coming from the sinking warship. I suppose this was the air escaping under the tremendous pressure. Sharp sounds were constantly heard from the interior of the vessel, caused by the engine and other heavy materials slipping out of their places. I expected to hear the explosion of some of the 12-in. shells, but could not detect this amongst the other noises.

"The vessel then disappeared entirely, and I turned my attention to saving myself. I had only got on my pyjamas, and after standing for over two hours in the hope that the wind would ease, I can assure you, strange as it may appear, that I did not feel cold in the least; it was certainly warmer than in my old coat, and I was quite down.

"Yes, it's rather alarming to be suddenly unaided and to know that you are going down, but we were lucky in being ourselves on pieces of wood. Many with their heads, necks, and arms were injured, but their wounds testified, sink. For half an hour she did not make any appreciable list, but, of course, in a question of this kind it is always a question of the Formidable came up.

"I struck out for her. A torpedo ladder, if the weather had been better I believe we would have reached her. I was just all the vessel would have floated.

A GERMAN SPY IN Peking.

ACCOUNT OF HIS DISCOVERY.

PEKING, Feb. 6.

Dr. Vorstsch registered and has stayed at the Wazena Lite Hotel under the name of A. Nielson. Many mistakes were made between him and the Swedish Consul, Mr. A. Nielson which arose entirely from the very suspicious adoption by the former of a name almost identical with that of the Swedish Consul, who was thus exposed to the risk of being blamed for the other's actions.

Dr. Vorstsch apparently counted upon the Swedish Consul being still in Hongkong, in which case the false name would probably never have been discovered. The discovery arose owing to Butler's correspondent calling on the Swedish Consul, Mr. A. Nielson, when his card was taken to the German's room by the hotel boy, who subsequently explained that two cases of that name were staying there, one of whom was German and one Swedish. In answer to further inquiries made by Butler's correspondent, the boy stated that he knew the last comer to be a German as a 1-iter had arrived for him from the German Legation in the name of Nielson.

Inspection of the hotel cardbook then disclosed the slight difference of the name previously reported. Dr. Vorstsch has left for Hankow.—N. C. Daily News.

HONGKONG CIVIL SERVICE LIST.

We have received from the publishers, Messrs. Morrison and Co., a copy of the Hongkong Civil Service List for 1915. The publication, with its track, the eleventh issue, contains in addition to the information which it is primarily intended to give, historical and statistical particulars, an index to seasonal papers covering the period 1879-1914 and a list of Government publications.

The Board of Trade have notified the Imperial Merchant Service Guild that it is essential during the war that captains of British merchant ships should always have on board the bills of lading and a manifest of cargo. Neglect to comply with these instructions may result in ships being stopped and delayed by H.M. Customs vessels or the war vessels of the Allied nations.

To climb up it with some others. Some men were hauled up in a noose. The rescued men were at once taken into the sick bay, and given a cup of brandy, after which they were carried off to the ward-room and cabins, where they were wrapped in blankets.

After the cruiser had rescued all the men who could—and I feel sure the last no living soul in the water—she steamed off at full speed. I was very pleased when I recovered from the effects of my swim, to discover on board a fellow-officer of the Formidable—Midshipman "Trot" MacGregor, who had been attached to the cruiser for some time.

As to the launch and pinnace and the two other boats which were lowered, they must have been carried away by the wind. They were put into the water about an hour before the Formidable sank, and before any men jumped into the water. If they had had their full complement of men they would have done very good work indeed, but in their crippled condition, owing to their broken ears, they were greatly handicapped.

"AN OLD CONTRAIL."
In view of the large number of officers who have been saved, I should like to say that every one of them was picked up out of the water except the two who were landed at Brixham, and those were presumably acting under orders, being in charge of the boat.

"As to the conditions on board when the first explosion occurred, I have said there was no panic. The men who were on duty were lucky, as they had their clothes on, whereas those who were turned out of their hammocks were in sleeping garments, and very little could be done for them. Plenty of blankets were available, and the men made good use of them. When it was known that the ship was sinking a few enterprising fellows nibbled the canteen, and brought up tin boxes of cigarettes. These were served out, and greatly soothed the recipients.

VALUE OF THE FLOATING WOODWORK.
The value of floating woodwork in these circumstances cannot be over-estimated, as even small things, which by themselves will not support a man, prove very useful in keeping him afloat, and he may come across another piece which will save the situation. Although the woodwork was thrown overboard as extensively useful while we were afloat, it made getting on board the rescuing ships very difficult, as the wood struck us in a number of cases. I got a sharp knock on the chin with one piece, but fortunately it did no damage.

CAPTAIN LADLEY'S FATE.
Captain Ladley went down with his ship, according to British custom. The last I saw of him was when he was standing on the boat-deck, shouting to the men to get into the water. The ship sank by the head, and the suction would have drawn him down.

"Yes, it's rather alarming to be suddenly unaided and to know that you are going down, but we were lucky in being ourselves on pieces of wood. Many with their heads, necks, and arms were injured, but their wounds testified, sink. For half an hour she did not make any appreciable list, but, of course, in a question of this kind it is always a question of the Formidable came up.

"I struck out for her. A torpedo ladder, if the weather had been better I believe we would have reached her. I was just all the vessel would have floated.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE WAR.

DARING RAID OF BRITISH AVIATORS ON GERMAN STRONGHOLDS.

ENORMOUS DAMAGE INFLICTED.

SPLENDID ATTACK BY BRITISH SEAPLANES AND AEROPLANES.

LONDON, Feb. 12, 9.30 p.m.
The Press Bureau announces that during the last twenty-four hours thirty-four British seaplanes and aeroplanes attacked Bruges, Zeebrugge, Blankenberghe and Ostend districts with a view to preventing the development of submarine bases.

THE DAMAGE INFLICTED.

Great damage was done, Ostend railway station probably being burned to the ground, while at Blankenberghe the station was damaged and the railway much torn up.
Bombs were dropped on gun positions at Middelkerke, also on the power station and on German mine-sweepers at Zeebrugge, but the extent of the damage is unknown.
No submarines were seen.

PILOTS RETURN SAFELY.

Despite the heavy gunfire all the pilots are safe, though two of the machines were damaged.
Wing-Commander Samson commanded the attack.

HONOUR FOR ADMIRAL JELlicoe

Feb. 12, 9.5 p.m.
Admiral Sir John Jellicoe has been gazetted Knight Grand Cross of the Order of the Bath for meritorious services.

ISSUE OF RUSSIAN TREASURY BILLS.

BIG DROP IN GERMAN STOCK.

Feb. 12, 8 p.m.
Russian Treasury bills for two millions sterling redeemable yearly, were issued to-night at 95 per cent. For the first time since the re-opening of the Stock Exchange there were dealings in German Imperial three per cent, which stood at 83½, against 74 at the end of July.

WELSH GUARDS BATTALION TO BE FORMED.

LONDON, Feb. 11.
The King has sanctioned the formation of a Welsh Guards Battalion. It will be commanded by Lieut.-Colonel Murray-Thorpe, formerly in command of the 4th (Border) Battalion King's Own Scottish Borderers.

THE RUSSIAN DUMA.

LONDON, Feb. 12.
The Duma has been adjourned until December.

RAILWAY STATIONS BOMBED.

LONDON, Feb. 12, 6.45 p.m.
A Paris communique states that the actions have been mostly in the nature of artillery engagements.
The enemy exploded a mine at the end of a trench at Laboisselle, but we maintained our ground.
We bombed the railway stations of Thiancourt and Arnaville.

UNPRECEDENTED GERMAN LOSSES.

LONDON, Feb. 12, 6.35 p.m.
A semi-official Paris communique states that the failure of the German attacks in Poland appears to be complete. The German losses are unprecedented and are reported to include over 40,000 killed.

(French Government Telegram.)

THE TOLL OF THE WAR.

German Loss 100,000 In A Week.

VIA PEKING, Feb. 12.
The Russians have gained important successes in the Carpathians and also in Poland. In those regions during the last week the Germans abandoned more than 100,000 killed and wounded.

AMERICA'S SHIP PURCHASE BILL WITHDRAWN.

LONDON, Feb. 12.
It is announced at Washington that it has been decided to withdraw the Ship Purchase Bill and to substitute for it a private Bill limiting Government ownership to a period of two years after the restoration of peace, and prohibiting the purchase of interned vessels.

AMERICAN SHIP SEIZED AT FALMOUTH.

CARGO DECLARED CONTRABAND.

LONDON, Feb. 11.
The British authorities have seized the cargo of foodstuffs of the American steamer *Wilhelmina* which arrived at Falmouth with a cargo consigned to an American subject in Hamburg. They claim that the seizure was justified by the German Government's appropriation and distribution of all foodstuffs. The cargo would otherwise have been passed as destined for the civilian population.

WASHINGTON, Feb. 12.
The State Department at Washington has decided that the *Wilhelmina* must go to the Prize Court in consequence of the German decree appropriating foodstuffs.

RUSSIANS CAPTURE HEIGHTS IN CARPATHIANS.

LONDON, Feb. 12, 1.00 a.m.
A Petrograd communique says:—
We repulsed attacks in the Carpathians to the west of Mesolaborez in the direction of Sabinow, east of the Ujok Pass, and a German offensive against Kozlomok heights.
We have captured the heights near Rabbe, to the east of the Lupkow Pass, after a stubborn fight, taking a thousand prisoners.

BY TELEGRAPH.

THE FIGHTING IN POLAND.

HEAVY GERMAN LOSSES.

LONDON, Feb. 12, 1.00 a.m.

A Petrograd communique says:—
A concentration of very great German forces in East Prussia has been definitely established. They are developing an offensive, especially in the directions of Wiekowinski and Lyck. The presence of new formations from the centre of Germany has been discovered. Our troops are retiring from the line of the Mazurian Lakes towards the frontier, but are holding the enemy. There have been collisions on the right bank of the Vistula from Myshinetz to Ostrolenka, Serpitz, and the Skwa river.
There was only a cannonade on the left bank of the Vistula.

IMPORTANT AMERICAN NOTES TO GREAT BRITAIN AND GERMANY.

LONDON, Feb. 11.

A message from Washington states that the American Government has sent Notes to Great Britain and Germany, both being in a friendly tone. The former makes observations on the use of the neutral flag, pointing out that its frequent use might endanger neutral vessels.

THE NOTE TO GERMANY.

WASHINGTON, Feb. 12.

The text of the Note has been published.
The Note to Germany reminds her that the right of belligerents is limited to visit and search, unless a blockade is effectively maintained, which the American Government understands is not proposed in this case. The Note continues: "To declare or to exercise the right to attack and destroy any vessel entering a prescribed area of the high seas without first certifying determining its belligerent nationality or the combatant character of her cargo is an act so unprecedented in Naval warfare that this Government is reluctant to believe that the Imperial Government of Germany in this case contemplates it as possible."

The Note reminds Germany that the United States is now open to criticism for unneutral acts. If commanders of German warships act on the presumption that the flag of the United States is not used in good faith and should destroy on the high seas American vessels and the lives of American citizens it would be difficult for the Government of the United States to view the act in any other light than an indefensible violation of neutral rights, which it would be very hard indeed to reconcile with the friendly relations now happily existing between the two governments and they would be constrained to hold the imperial government to strict accountability for such acts and take any steps that might be necessary to safeguard American lives and property.

The Note concludes by mentioning that representations had been made to Great Britain concerning the "unwarranted use of the American flag for the protection of British ships."

THE NOTE TO GREAT BRITAIN.

The Note to Great Britain recites that the State Department had been advised of a declaration by the German Admiralty that the British Government had explicitly authorised the use of neutral flags. It also mentions the *Lusitania* incident and Press reports of a Foreign Office statement defending the use of the neutral flag, and declares that the American Government view with anxious solicitude any general use of the flag of the United States by British vessels traversing the waters mentioned in the German Order.

THE STRUGGLE IN FRANCE AND BELGIUM.

NIEUPORT AGAIN BOMBED.

LONDON, Feb. 12, 1.05 a.m.

The Paris evening communique says:—
The enemy strongly bombarded Nieuport and the banks of the Yser, but only damaged property slightly. Our artillery replied effectively.
In the Argonne region, at Bagetelle, after a violent fight with trench mortars all the morning, the Germans at one o'clock attacked a Maria Theresia work, advancing in columns of four along a front of 500 yards. The attack was shattered by our artillery and infantry fire. The Germans left a great number of dead.
In the Vosges, south of the Chateau Lusse, and north of the Sainte-Marie Pass, we saved a trench by a coup de main.
There has been a violent artillery duel at several points of the front.

HEROIC DEATH OF ANOTHER GARIBALDI.

KILLED IN THE ARGONNE.

(From the "Daily Telegraph" of Jan. 7.)

News has reached Paris of the heroic death in the field of one of the sons of General Ricciotti Garibaldi, who is himself the son of the famous liberator. Yesterday afternoon a French official communique says:—

In the Argonne, near the ravine of Courte Chausse, where we mined and blew up some German trenches, the Italian regiment commanded by Lieut.-Colonel Garibaldi made a vigorous attack on the breach made by the explosion.

It took 120 prisoners, including twelve non-commissioned officers, and captured a machine gun and a caisson.

The chief aide-de-camp, Costante Garibaldi, brother of the Lieut.-Colonel, was killed in the course of the attack.

Only a few days ago we recorded the equally heroic end of Lieutenant Bruno Garibaldi, brother of the officer who has also laid down his life for France.

FRENCH APPRECIATION.

PARIS, Wednesday Night.

A second Garibaldi has died fighting for liberty and for France. This afternoon's communique gives us his name and rank. It is Costante Garibaldi, chief adjutant, who has fallen, as his brother Bruno fell, in a heroic and victorious attack of the Italian Legion in the Argonne.

The sad news received in Italy through the telegram of condolence sent yesterday by M. Millerand, French Minister of War, to the dead man's father, General Ricciotti Garibaldi. The blood of such heroes is, to use Gustave Hervé's phrase, "An indelible seal of kinship between the two great Latin nations."

"To-day," writes the *Temps*, "France, too, is at Rome in heart and thought and firm resolve. It is a day of hope as well as of mourning. With our brothers in arms we swear on these coffins and on these flags never to return our sword to the sheath till our common civilisation has been saved. The generous blood which we deplore, and shall avenge, will not have been shed in vain."

The telegram in which M. Millerand, the French Minister of War, informed General Ricciotti Garibaldi of the further loss that had befallen him was as follows:—
I learn with painful emotion of the new loss that has snuffed you, striking at once

DON'T RISK PNEUMONIA.

GET rid of every cold as quickly as possible. It is the forerunner of all pulmonary trouble, and pneumonia may develop in a few hours. Take Chamberlain's Cough Remedy. It is a simple thing to do, but the effect is marvellous. For sale by all Chemists and Druggists.

LATE BRUNO GARIBALDI.

Public Sympathy.

Turin, Tuesday.

The coffin containing the body of Lieut. Bruno Garibaldi arrived here at 5.55 this evening, accompanied by two of the dead man's brothers, in the uniform of French officers.

At the station were the French Consul, and representatives of the Garibaldi Federation, the Democratic group of the local branch of the Social Reform party, and the Republican Society. There was a large attendance of the public.

The French Consul and the president of the Garibaldi Federation spoke beside the coffin, and were cordially cheered.

The French residents in Turin placed a wreath of bronze on the coffin, and the Consul expressed their sympathy to the brothers of the dead officer.

HONOURING THE DEAD.

Impressive Scenes in Rome.

Rome, Wednesday Evening.

Huge crowds collected in the early hours of the afternoon in the station square and along the streets where the funeral procession of the late Lieut. Bruno Garibaldi was to pass. The good station was also thick with people, who overflowed into Piazza Marzia and the Piazza Cinquecento. The weather was splendid, and this no doubt increased the crush of people.

At half-past two a magnificent horse was seen approaching, and it was noticed that it bore the flag which the ladies of Greece presented to the Garibaldian Legion which fought at the battle of Domokos. Eight Garibaldians then lifted up the coffin containing Bruno Garibaldi's body, and placed it in the hearse, spreading on the coffin the dead man's red shirt, together with wreaths from the Garibaldi family, the Municipality of Rome, and from M. Barre, the French Ambassador in the Italian capital.

As the coffin was being laid in the hearse the flag of the Garibaldian veterans who were lining the route, was lowered in sign of mourning. This procession then started on its way to the cemetery.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

SPANISH MINISTER ORDERED TO LEAVE MEXICO.

LONDON, Feb. 12.

General Carranza has ordered the Spanish Minister to Mexico to leave the country on the ground that he gave refuge to a Spanish spy.

THE ACTION BY MESSRS. WATSON AND CO.

The hearing was resumed before Mr. Wood this morning of the charge of receiving a quantity of patent medicine alleged to have been stolen from Messrs. A. S. Watson and Co.

Mrs. Mr. H. E. Pollock, K.C., instructed by Mr. Stephens, prosecuted and Mr. Joseph instructed by Mr. Borlough, defended. Mr. Xong Sing, watched the case on behalf of another defendant, who is remanded on a charge of stealing the medicine.

In answer to Mr. Jenkin, a witness named Wong, who is in charge of the sales department of the prosecuting firm, said that if an agent for some reason or other wished to discontinue the sale of the drug in question—the prosecution would not take back the stock which the defendant might have on hand. Defendants had been in the employ of the Company for nine years.

The case was again adjourned.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Major D. Macdonald.

MUSKetry (PART I)

Trained men and recruits of the Engineer Company, Saturday, 20th, at 2.30 p.m. and Sunday, 21st February at 9.30 a.m.

Members must attend punctually at the times stated. Any man arriving late will not be allowed to fire.

Officers on duty in the Butts, Saturday, 20th Feb. Lieut. Wright.
Officers on duty in the Butts, Sunday, 21st Feb. 2/Lt. Murphy.

An Officer of the Engineer Company will be present each day to take charge of the firing point and sufficient N.C.O.s of the Engineer Co. will attend to assist the Instructor. Field Glasses should be carried by every man possessing them.

OFFICERS TRAINING LECTURE.
Thursday, 18th February, Lieut. Col. Moberg, D.S.O.

PARADES.
Parades for Monday, 15th, Tuesday, 16th and Wednesday, 17th February, Nil.

DETAILS.
Orderly Officer to-day and to-morrow, Lieut. Kennett.

Orderly Officer on 15th and 16th February, Lieut. West.

Orderly Sergeant to-day and to-morrow, Sergt. Cooper.

Orderly Sergeant on 15th and 16th February, Sergt. Bullock.

To furnish Guard to-night Scouts Company.

To furnish Guard to-morrow Scouts Company.

To furnish Guard on 15th February, No. 2 Section Artillery.

To furnish Guard on 16th February, No. 1 Section Artillery, and Left Section, M. G. Co.

To furnish Guard on 17th February Centre Section, M. G. Co.

ALLEGED THEFT OF ADMIRALTY STORES.

The case in which an Indian Police Sergeant and his watchmen, all employed at the Royal Naval Yard, charged with stealing Admiralty stores from ships out of commission, was formally remanded by Mr. Hazledine this morning.

The successive adjournments have been granted to allow of the attendance of other prisoners arrested at Singapore and who arrived in the Colony on board the English mail steamer to-day.

LANGKAT OUTPUT.

Messrs Benjamin and Fotts, share and general brokers, send us the following statement relative to the Langkat Output:—

Feb. 7th, ... 249 tons
8th, ... 256
9th, ... 251
10th, ... 233
11th, ... 243

Rome, Wednesday.
The news that another Garibaldi had fallen at the front was received here just as the body of Lieutenant Bruno Garibaldi was arriving in the capital, escorted by two of the five brothers who are now fighting for France. The receipt of the sad news increased the emotion of the spectators and added to the enthusiasm and impressiveness of the occasion. Shouts of "Viva la Francia!" "Viva l'Italia!" "Viva l'Italia!" were heard on every hand.

It was touching to see old veterans who had fought in the wars of independence, in the campaign against Prussia in 1870, in the two expeditions to liberate Greece, proud in their red shirts, but with tears in their eyes, swearing that they would never rest until the grandchildren of the Liberator were avenged.

In addition to all the survivors of the Garibaldian campaign, in their red shirts, the remains were received by a great number of veterans of the Italian war and by a large crowd, including members of the British, French, and Greek colonies.

The body was carried by the two young members of the Garibaldi family to the station hall, which had been transformed into a chapel ardente. The coffin will be removed to the cemetery this afternoon. It is anticipated that the passage will be a very long one, and that the French Ambassador, the Greek Minister, and members of the municipality will be present.

PRINCE OF WALES' FUND.

SUBSCRIPTION LIST No. 19.

Expense Accounts, Department, Naval Yard, ... 501
Electrical Engineers' Dept., Naval Yard, per Mr. F. W. Wright ... 35
H. W. ... 30

Proceeds of the Garden Fete held at the Hongkong University on 30th January ... 2,073.00
Collected from box at Phoenix Club ... 7.50
A. Sinclair ... 20

H. W. Turnbull, St. John's Hall ... 5
Staff of Asiatic Petroleum Co. (S.C.) Ltd., January ... 292
H. C. Lowick ... 100

Chinese Amateur Dramatic Company, Queen's College ... 1,070.12
Yue Hing Loong Ship ... 15
Mr. R. D. Harvey's Fund ... 13

Collected by Mr. H. Murray, Bala ... 115
Mr. W. A. Donaldson ... 15
Mr. H. Murray Bain ... 15
Mr. J. H. Smith ... 13
Mr. W. F. Knapp ... 13
Mr. E. Smith ... 5
Mr. G. Harper ... 5

Collected by Mr. F. M. Crawford ... 10
Mr. G. H. Meech ... 10
Mr. S. H. Dutton ... 10
Mr. F. Graham ... 10
Mr. W. V. Laing ... 10
Mr. G. M. Castro ... 2
Mr. A. Kum ... 10
Mr. W. Gw ... 20

Mr. J. Fraser ... 10
Capt. W. G. Pictorial ... 10
Collected by Mr. F. A. Page Patrick, Kongmoon ... 34

Mr. J. Chipperfield ... 5
Mr. D. B. Lant ... 5
Mr. H. C. Scrimshaw ... 5
Mr. A. Crawshaw ... 3
Mr. M. Friedman ... 2
Mr. E. A. Friedrichsen ... 4
Mr. F. A. Page Patrick ... 10

Collected by Mrs. Eustace ... 5
Mr. F. M. Crawford ... 7.50
J. A. ... 5
Mr. G. J. Harman ... 5
Mr. Lam Tam San ... 7
Mr. E. J. Ainslie ... 3
Mr. Lam Shau Shan ... 3
Mr. W. E. Pike ... 3

Mr. P. H. Fisher ... 3
Mr. B. A. Stanford ... 3
Mr. H. E. Scriven ... 3
Mr. H. L. Bridger ... 3
Mr. Duncan Clark ... 2
Mr. W. C. England ... 1.50
Mr. B. W. Cornack ... 3
Mr. H. Bullock ... 1.50
Mr. A. E. Paice ... 5
Collected by Mr. G. T. Lloyd ... 56.50

Harvey ... 10
Capt. Lowman ... 10
Collected by Mr. R. D. Harvey ... 10

Mr. G. A. Percy ... 10
Mr. H. F. Heckman ... 5
Mr. J. Corner ... 3
Mr. P. W. A. Wilkie ... 2
Mr. J. Stalker ... 2
Miss Baylis ... 5
Mr. J. M. Gordon ... 5
Mr. J. H. Backhouse ... 5

Mr. F. G. Herridge ... 4
Mr. H. J. Dever ... 1
Mr. D. E. Clark ... 3
Mr. A. H. Roberts ... 3
Mr. F. Livingston ... 10
L. S. ... 3
H. H. ... 3
A. J. G. ... 5
H. Vaut M. ... 1.50
Collected by Capt. H. D. Jones ... 89.50

Mr. J. H. Woolcott ... 10
Mr. W. L. Foster ... 10
Capt. H. D. Jones ... 15
Mrs. A. M. Jones ... 15
Mr. F. G. Peck ... 13
Mr. J. S. Murray ... 10

Already acknowledged ... 84,141.69
Liste 1/18 ... 197,659.54
Monthly Subscriptions ... 2,000.73
Already acknowledged ... 191,490.80
Balance in hand ... 338,601.79

N. J. STAIN,
Hon. Treasurer.
Hongkong, 11th February, 1915.

THE GROTESQUES.

That the Grotesques had a very thin audience to bid them farewell on the close of their first season at the Theatre Royal last night was solely due to there being other attractions in the town, and not to any lack of appreciation of their enterprising abilities, which have provided almost the only gleam of brightness in a particularly dull winter season. What the audience lacked in size it made up for in enthusiasm, and had Mr. Fred Wain and the other members of the Company given all the encores asked for they would have missed the given was that with which the Grotesques opened, and every item was so good that that it lost nothing by its repetition of its power to entertain. Memories of the Grotesques will linger for a long time, and if ever they return to Hongkong a hearty welcome is assured them.

An Italian correspondent states that Austrian workmen are engaged day and night in completing field defences on the Italian frontier.

In addition to bringing the snow to Tientsin, the easterly winds have piled up drifts of ice in the river to a height in some places of over ten feet, says the "P. and T. Times" of February 4. From the watch tower at Taku nothing but ice can be seen in the Gulf. Shipping schedules in many cases are badly broken, vessels being hemmed in by ice in the Gulf for several hours at a time. The *Fukuichi Maru*, the latest arrival at Tongku, was delayed for six days in the Gulf unable to make headway on account of the ice. Quite a new chapter has been added to the lore of the river: and incidentally it has been a memorable season for amateur photographers.

Mr. F. G. Herridge ... 4
Mr. H. J. Dever ... 1
Mr. D. E. Clark ... 3
Mr. A. H. Roberts ... 3
Mr. F. Livingston ... 10
L. S. ... 3
H. H. ... 3
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SHIPPING

PACIFIC AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the
DATES named:—

DESTINATION	STEAMERS	TO SAIL	REMARKS
SHANGHAI	(MALTA) (Capt. G. W. COCKMAN, R.N.R.)	Daylight	Freight and Passengers
SHANGHAI, MOJI, KOBE & YOKOHAMA	(NANUR) (Capt. A. COLVIER)	About 25th Feb.	Freight and Passengers
ESCONDON, via USUAL PORTS	(MALTA) (Capt. G. W. COCKMAN, R.N.R.)	Noon	See Special of Call

ESCONDON via SPORE, PANG, COLOMBO, PORT SAID & (NANUR) (Capt. A. COLVIER) 10 a.m. Freight and Passengers

Subject to immediate alteration without Notice.
All the above steamers are fitted with Wireless Telegraphy.
P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

SAILINGS TEMPORARILY WITHDRAWN.

The 'EMPEROR OF RUSSIA' and 'EMPEROR OF ASIA' are new quadruple screw 21-knot turbine steamers of 18850 tons gross—30,825 tons displacement—the best, fastest and most luxurious on the Pacific.
All steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific 'Empire' connects at Vancouver with a Mail Express Train and at Quebec with the Company's Atlantic Mail Steamers.
The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSAGE RATES, HONGKONG TO LONDON.

'EMPEROR OF RUSSIA'	Optional Atlantic Port £71.10.
'EMPEROR OF ASIA'	do do 236.
'EMPEROR OF INDIA'	do do 236.
'EMPEROR OF JAPAN'	do do 236.

MONTAGLE—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port—£45.
Boston or New York—£45.
Meals and sleeping car across Canada not included in any of above rates. If required such will cost £8 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.
SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest en route.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to
D. W. CRADDOCK, General Traffic Agent.
Corner Peckers Street and Praya (opposite Blake Pier).

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Displacement	SAILING DATES
MARSEILLES & LONDON	KASHIMA MARU	18,000 tons	THURSDAY, 25th Feb. at Noon.
VIA SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID	MUSEHIMA MARU	18,000 tons	THURSDAY, 11th Mar. at Noon.
VICTORIA, B.O., & SEATLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA & YOKOHAMA	YOKOHAMA MARU	18,000 tons	TUESDAY, 23rd Feb. at Noon.
SYDNEY, MELBOURNE, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	AWA MARU	12,500 tons	MONDAY, 1st Mar. at Noon.
SINGAPORE, MALACCA AND COLOMBO	HITACHI MARU	13,500 tons	MONDAY, 15th Feb. at 11 a.m.
CALCUTTA, via SINGAPORE, PENANG & RANGOON	TANGO MARU	13,500 tons	TUESDAY, 16th Feb. at 4 p.m.
NAGASAKI, KOBE & YOKOHAMA	JINSEN MARU	13,500 tons	THURSDAY, 18th Feb. at Noon.
COLOMBO, via SINGAPORE, PENANG & RANGOON	COLOMBO MARU	13,500 tons	MONDAY, 22nd Feb. at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	13,500 tons	MONDAY, 15th Mar. at 10 a.m.
COLOMBO, via SINGAPORE, PENANG & RANGOON	SUWA MARU	13,500 tons	TUESDAY, 23rd Feb. at 11 a.m.
SHANGHAI & KOBE	RANGOON MARU	13,500 tons	SUNDAY, 21st Feb. at Noon.
SHANGHAI & KOBE	TOSA MARU	13,500 tons	WEDNESDAY, 17th Feb. at Noon.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers	Displacement	Leave Hongkong
KASHIMA MARU	18,000 tons	Thursday, 25th February.
MUSEHIMA MARU	18,000 tons	Thursday, 11th March.
SUWA MARU	13,500 tons	Thursday, 8th April.
AWA MARU	12,500 tons	Thursday, 22nd April.
YASAKI MARU	16,000 tons	Thursday, 8th May.
MIYAKI MARU	16,000 tons	Thursday, 20th May.
FUKANO MARU	16,000 tons	Thursday, 2nd June.

FOR AMERICA.

Steamers	Displacement	Leave Hongkong
YOKOHAMA MARU	18,000 tons	Tuesday, 23rd February.
AWA MARU	12,500 tons	Tuesday, 9th March.
SHIDZUKA MARU	12,500 tons	Tuesday, 23rd March.
TAMBA MARU	12,500 tons	Tuesday, 6th April.
ARI MARU	12,500 tons	Tuesday, 20th April.
BAKU MARU	12,500 tons	Tuesday, 4th May.

KUBUMOTO, Manager.

Telephone No. 232.

SHIPPING

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10000 tons NILE 10000 tons
PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. MONGOLIA	Sailing	Wednesday, 17th Feb. 1 p.m.
S.S. PERSIA	"	Tuesday, 2nd Mar. 1 p.m.
S.S. KOREA	"	Tuesday, 9th Mar. Noon.
S.S. SIBERIA	"	Wednesday, 17th Mar. 1 p.m.

These steamers are famous for their modern equipment, comfort, and the speed of the service, which is under the personal supervision of Mr. V. Morton, the world-famous expert. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—all water swimming tank. Filipino orchestra, deck games, etc.—and a full man-of-war throughout the trip.

The Safety and Comfort of Passage is Our First Consideration.
For further information, rates, literature, etc., apply to
R. O. MORTON, Agent,
King's Building (opposite Blake Pier), Telephone No. 141

† For San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu.

TOYO KISEN KAISHA.

SAN-FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA
JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
SHINYO MARU	22,000-21 knots	Tuesday, 23rd Feb.
CHIYO MARU	22,000-21 knots	Tuesday, 23rd Mar.
TENYO MARU	22,000-21 knots	Tuesday, 13th Apr.
NIPPON MARU	11,000-18 knots	Tuesday, 27th Apr.

* Via MANILA, Omitting Shanghai.
Steamers via Shanghai leave at Noon.
" " " " at 10.30 A.M.

First Class to London	£71-10.	Return (6 months) £120.
First Class to New York	£80.	" " £135-10.
" " " San Francisco	£45.	" " £83.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Los Angeles, Manzanillo, Salina Cruz, Panama, Callao, Iquique and Valparaiso.
Thence by Trans Andean Route to Buenos Aires, etc.

Steamer	Displacement	Sailing
ANYO MARU	18,500-15 knots	Wednesday, 10th March.

For full particulars as to Passage and Freight apply to
K. DOI Acting Agent.
Telephone 291. KING'S BUILDING (Opposite Blake Pier).

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transhipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO. LTD.
AND 'APCAR LINE'.
Proposed Sailings from Hongkong

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
FOOK SANG	23rd Feb.	A Steamer	Middle of March.
LAI SANG	27th Feb.	"	"

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL
(With liberty to call at the Malabar Coast).

FOR NEW YORK via PANAMA CANAL.

S.S. For Freight & further particulars, apply to
DODWELL & CO., LTD., Agents

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about
S.S. HOKUTO MARU, For SPORE, Batavia, Cebu, Samarang & Sourabaya 23rd Feb.
S.S. RIJUN MARU, For MOI & Kobe 27th Feb. 1915.
S.S. RIJUN MARU, For SPORE, Batavia, Cebu, Samarang & Sourabaya 27th Mar.
S.S. HOKUTO MARU, For MOI & Kobe 10th April.

For Freight or Passage apply to
DODWELL & CO., LTD., Agents

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAI PHONG	HOANG	Feb. 14, at 9 a.m.
SHANGHAI	SHANGHAI	Feb. 14, at 10 a.m.
SHANGHAI	CHENG	Feb. 14, at 10 a.m.
SHANGHAI	ANNU	Feb. 17, Daylight
HAI PHONG	SINGAN	Feb. 18, at 10 a.m.
HOIHOW & PAKHOI	WINGHOW	Feb. 18, at 10 a.m.
MANILA, CEBU & ILOILO	CHINGWA	Feb. 18, at 4 p.m.
SHANGHAI	YINGCHOW	Feb. 18, at 4 p.m.
MANILA, CEBU & ILOILO	SUSUKIANG	Feb. 23, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'MANUL'.

MANILA LINE. Twin Screw Steamers 'Chincha', 'Taming' & 'Team'. Excellent Saloon accommodation and ships. Electric Fans fitted. Extra state-rooms on deck, also on 'Taming' and 'Team'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui' and 'Omen' and the s.s. 'Kanchow', 'Kanchow' and 'Yingchow', having excellent accommodation with Electric Light through-hull and Electric Fans in the staterooms and Dining Saloon, maintain a fast scheduled service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	HANGSANG	SUNDAY, Feb. 14, Daylight.
YOKOHAMA, KOBE & MOI	TATSHING	WEDNESDAY, Feb. 17, at Noon.
SHANGHAI	KWONGSANG	THURSDAY, Feb. 18, Daylight.
HAI PHONG	TAKSANG	FRIDAY, Feb. 19, at 10 a.m.
SHANGHAI	CHOYSANG	SATURDAY, Feb. 20, Daylight.
MANILA	YUENSANG	SATURDAY, Feb. 20, at 3 p.m.
TIENSIN	CHONGSHING	SUNDAY, Feb. 21, Daylight.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	TUESDAY, Feb. 23, at 3 p.m.
SINGAPORE & PENANG	ONSANG	WEDNESDAY, Feb. 24, at 3 p.m.
SHANGHAI, KOBE & MOI	NAMSANG	THURSDAY, Feb. 25, Daylight.
SINGAPORE, PENANG & CALCUTTA	LAISANG	SATURDAY, Feb. 27, at 3 p.m.

RETURN TOURS TO JAPAN.
The steamers Kusan, Namsang & Fooksang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yatsing, Kusan, and Kusan leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihai.

Taking Cargo on through Bills of Lading to Kusan, Lahad Dair, Simporna, Tava, Uman, Jesselton and Labuan.

For Freight or Passage, apply to
Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure
-----	---------	-------------------

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

For freight and further particulars, apply to
JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub Ex. No. 2.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

These Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified Surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO. LTD., AGENTS.

Telephone No. 215.

SHIPPING



STEAM FOR
STRAITS, GUYTON, AUSTRALIA,
COLOMBO, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for RATA
VIA PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain G. W. COCKMAN, R.N.R., carrying His Majesty's Mail will be despatched from the port for BOMBAY, on FRIDAY, the 26th February, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Egypt from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Suez and Yabouba, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Passengers' Cargo for London etc., will be conveyed via Bombay and transhipped to the s.s. Kestrel due in London on 9th April, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWITT, Superintendent,
Hongkong, Feb. 13, 1915.

AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON
VIA PANAMA.

THE Steamship ROYAL PRINCE, Captain COUL, will be despatched as above on WEDNESDAY, 24th February. For Freight etc. apply to:
THE BANK LINE, LIMITED, General Agents.
Hongkong, Jan. 29, 1915. 85

NOTICES TO CONSIGNEES

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH MIDDLEBROOK, LONDON AND STRAITS.

THE Steamship BENVENUE.
Consignees of cargo are hereby informed that all Goods are being landed at their risk into the Godowns and at extra hazard Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant, will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 23rd instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, February 9, 1915. 123

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship CHINESE PRINCE, Captain H. J. DAVIS, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and or from the wharves delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on WEDNESDAY, 17th February, at 10 a.m.

All claims must be presented within FORTY DAYS of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th February, will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, Feb. 3, 1915. 123

THE CHINA MAIL
TYPHOON

MAP AND

GUIDE

Enables one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND

TAPED FOR HANGING

Price 40 Cents

From the CHINA MAIL OFFICE



HAVE YOU USED KAMANIA OIL?

(Registered.)
The World's Favourite Hair Oil.

For beautifying and increasing the growth of the hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the scalp cool and refreshed. No other hair oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

Can be had from all Universal Providers and other principal dealers in the Colony or from the sole agent Choo Choo Wan, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors—

KAMANIA PERFUMERY COMPANY,
Bombay, India.

CHURCH SERVICES.

St. John's Cathedral.

QUINQUAGESIMA SUNDAY, FEBRUARY 14TH, 1915.

Holy Communion (8.05 a.m.)

Intercessions, Psalm XXIII; Hymns, 172, 322, 561; Service, Merbecke.

Matins (11 a.m.)

Responses, Ferial; Venite, Alcock; Psalms, 118; Hymns, 172, 322, 561; Service, Merbecke.

Evening (6.45 p.m.)

Responses, Ferial; Psalm, 118; Hymns, 172, 322, 561; Service, Merbecke.

St. Andrew's Church, Kowloon.

Matins 11 a.m.

Responses, Ferial; Venite, Turle, 13th Day; Psalms, As set; Te Deum, St. John; Benediction, Troubridge; Hymns, 172, 322, 561; National Anthem.

Evening (6 p.m.)

Responses, Ferial; Psalm, As set; Mass, 11th; Hymns, 172, 322, 561; Service, Merbecke.

St. Peter's, West Point, Seamen's Church.

Holy Communion at 8 a.m.

Matins at 11 a.m.

Responses, Ferial; Venite, Tucker; Psalm, 118; Hymns, 172, 322, 561; Service, Merbecke.

Evening (6 p.m.)

Responses, Ferial; Psalm, As set; Mass, 11th; Hymns, 172, 322, 561; Service, Merbecke.

Union Church, Kennedy Road.

11 a.m.—Hymns, 429, 524, 150, 428, 6 p.m.—Hymns, 411, 92, 424, 144, 91.

Collections for the London Missionary Society.

Preacher—Rev. J. Kirk Macdonald.

First Church of Christ Scientist, MacDonnell Road.

Sundays, 11.15 a.m.

Wednesday, 5.30 p.m.

Wesleyan Methodist Church, Wanchoi.

Sunday Morning Service 10.15 a.m.

Sunday Evening Service 8.15 p.m.

Soldiers and Sailors Home, Arsenal Street.

Sunday Evening Gospel Service, 8 p.m.

St. Joseph's Church, Garden Road.

Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

Roman Catholic Cathedral, Glenelg.

Low Mass at 8, 7 and 9 a.m.

High Mass at 8 a.m.

6.30 p.m.—Benediction of the Blessed Sacrament.

CHINESE NEW YEAR HOLIDAYS.

Sunday next, the 14th inst., being Chinese New Year Day, the Post Office will be entirely closed. There will be no delivery or collection of correspondence from the 14th inst. onwards. However, letters, parcels, and other correspondence, obtain their ordinary course of delivery on application at the enquiry counter at the West corner of the building.

On Monday, the 15th and Tuesday, the 16th inst., the Post Office will be open from 8 to 9 a.m., and there will be one delivery and one collection of ordinary letters on Sundays.

The Money Order Office will be entirely closed.

There will be no night steamer for Canton on Sunday and Monday the 15th and 16th inst.

HONGKONG REGISTER.

Barometer 30.11 30.14 30.10

Temperature 59 58 50

Humidity 70 72 76

Direction of Wind W NE E

Force 2 1 3

Weather 0 0 0

Rain 0 0 0

Highest temperature on the 12th, 62

Lowest temperature on the 12th, 46

F. F. QUARTER, Director.

Hongkong, Feb. 13, 1915.

To-day's Advertisements

"INDRA" LINE LIMITED.

For NEW YORK Via PANAMA CANAL.

S.S. "INDRAGHRI"

Will Depart on SATURDAY, 20th February, 1915.

For freight, passage and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.

Agents.

Telephone No. 215, Sub. Ex. 9.

Hongkong, February 13, 1915.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

SATURDAY,

the 20th February, 1915, commencing at 11 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee House Street,—

A QUANTITY OF

VALUABLE TEAKWOOD, AND

SUNDRY BLACKWOOD

FURNITURE, &c., &c.

Comprising:—

Drawing Room Suites, Bedroom Suites,

Dining Room Furniture, Arm-chairs and

Sofas, Carpets and Rugs, Brass-mounted

Bedsteads, Toilet Tables, Wardrobes,

Washstands, &c., &c., Sidesboards, Dinner

Waggon, Extension Dining Tables and

Chairs, &c., &c., Dinner and Dessert

Services, Crockery, Glass and E.P. Ware,

Cooking Stoves, Cutlery, &c., &c.,

Also

An assortment of Blackwood Furniture

Marble Clock, 2 American Combination

Sales, &c., &c.

(Full Particulars from Catalogue.)

Terms:—As usual.

HUGHES & HUGHES,

Auctioneers.

Hongkong, Feb. 13, 1915.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

(for account of the CONGRUENT),

on

SATURDAY,

the 20th February, 1915, at 2.30 p.m., at

No. 50, Nathan Road, Top Flat,

Kowloon

THE SUNDRY

VALUABLE HOUSEHOLD

FURNITURE,

&c., &c., &c.

Comprising:—

Hallstand, Large Sideboard, Extension

Dining Table and Chairs, (Famed Teak)

Chesterfield Sofa and Arm-Chairs, Large

Bedstead (Hair Mattress, Wardrobes,

Toilet Table, &c., &c., Parity and Kitchen

Utensils, Electric Fittings, Remington

Typewriter, &c.

(Full Particulars from Catalogue.)

On view day of sale.

Terms:—As usual.

HUGHES & HUGHES,

Auctioneers.

Hongkong, Feb. 13, 1915.

PACIFIC MAIL STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN

PORTS & MANILA.

CONSIGNEES OF Cargo per Steamship

MONGOLIA.

The above-mentioned vessel having

arrived Consignees of Cargo are hereby

notified to send in their bills of lading for

consignment and take immediate

delivery from the Company's Godown at

West Point. Cargo will be landed im-

mediately at Consignees' risk.

Cargo remaining undelivered on MON-

DAY, February 15th, 1915, at 5 p.m. will

be subject to landing charges and if

undelivered on FRIDAY, February 19th,

1915, at 5 p.m. will be subject to both

landing and storage charges.

No Fire Insurance whatever will be

accepted.

All chafed and otherwise damaged cargo

will be examined by the above Company's

Godown at West Point on February 15th

at 10 a.m.

No claims will be entertained unless

accompanied by short delivery note or list

of exceptions taken at the time of delivery

to consignees and signed for and on behalf

of the Pacific Mail S.S. Co.

All claims must be filed on or before

February 25th, 1915, otherwise they will

not be recognized.

R. C. MORTON,

Agent.

Hongkong, Feb. 13, 1915.

If you happen to be late your goods will

be sold to the best bidder and you will

lose the same. Only at the ALEXAN-

DRA GATE.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD

MEDICINE

Never before was there anything like it, nor can its marvelous properties ever be equalled in all

cases of disease, injury, or other impairment of the blood from whatever cause arising. No

sooner is it introduced into the system than it permeates and penetrates to the minutest capillaries,

overcoming and expelling disease, wherever and in whatever form it may be present, and

restoring all healthy conditions. Its effects are almost magical in the treatment of such diseases as

scalds, lumps, pains and swellings of the joints, discharges, blood poisons, eczema, leprosy,

psoriasis, bad skin, bad breath, abscesses, ulcers, wounds, sores, galls or Dr. VETARZO

improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking,

coughing, spasmodic cough, too often the precursor of consumption.

VETARZO BLOOD AND NERVE FOOD. See next insertion for full particulars.

Send stamped addressed envelope for Free Booklet, or P.O. 2/6 for Trial Bottle of either

remedy, to THE VETARZO REMEDIES CO., CORP., 100, N. 10th St., LONDON. Unprincipled vendors

may try to sell you something else for the name of VETARZO. Do not be misled by having

VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY DOCTORS, CASH CHEMISTS.

WHY NOT HAVE A CLEAR SKIN



CUTICURA SOAP

Used exclusively and Cuticura Ointment occasionally will promote and maintain a clear skin, free from pimples, blackheads, and other unsightly eruptions.

Samples Free by Post

Cuticura Soap and Ointment sent everywhere. Sample of each with 12c. book free from nearest dealer: Newbery, 7, Charterhouse St., London; E. Town & Co., Sydney; J. & W. W. Benson, Ltd., Cape Town; Muller, Macleod & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Hongkong, U.S.A.

TO LET.

WAR DEPARTMENT.

G. R.

TO LET.

IMMEDIATELY, No. 4 The Albany, Albany Road, Hongkong, Rent \$200 per month.

Also Nos. 1 & 2, Antrim Villas, Chatham Road, facing the sea at Kowloon, Rent as per house \$30.00 per month, or separately at \$10.00 each per month.

Particulars can be obtained on application to the Officer Commanding A.S.C., Victoria Barracks, Hongkong.

Keys on application to the Watchmen on the premises.

HEADQUARTERS OFFICE, VICTORIA BARRACKS, Hongkong, 10th February, 1915.

TO LET.

SMALL BUNGALOW, Barker Road, Bachelors, suitable for one or two Bachelors.

Apply "BUNGALOW" c/o "CHINA MAIL" Office.

Hongkong, Nov. 5, 1914.

TO LET.

UGGINSLAND WEST, Peak Road, recently renovated, furnished, moderate rent.

Apply to THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, Ltd.

Hongkong, Nov. 13, 1914.

TO LET.

168 The Peak, THE KENNELS.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., Ltd.

Hongkong, Oct. 8, 1914.

TO LET.

HOUSE in Kowloon Terrace.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., Ltd.

Hongkong, Dec. 3, 1914.

TO LET.

TWO LARGE UNFURNISHED ROOMS, with Verandah on the Upper Level. Light and airy. Good view of the Harbour.

Apply X.Y.Z. c/o "CHINA MAIL" Office.

Hongkong, Jan. 6, 1915.

TO LET.

FILATS in HUMPHREYS BUILDINGS and Nathan Road, Kowloon.

SIX ROOMED HOUSE in Minden Row, Kowloon.

FOUR ROOMED HOUSES at Kowloon.

Apply to HUMPHREYS ESTATE & FINANCE Co., Ltd.

Hongkong, Nov. 12, 1914.

TO LET.

Surgeon Dentist.

No. 14, D'ARAGUE STREET.

TERMS VERY MODERATE

Consultation.

A FORTY YEARS TEST.

CHAMBERLAIN'S Cough Remedy has been curing coughs and colds for the past forty years and has gained its popularity every year. What better recommendation is required? For sale by all Chemists and Storekeepers.

STEAMERS EXPECTED.

The P. M. S. S. Co.'s s.s. (China) arrived at San Francisco on the 8th Feb.

Other Vessels.

The Australian and Oriental Line s.s. Tayuan left Port Darwin on 5th February for Hongkong via Philippine Ports, and may be expected to arrive here on or about the 17th February.

The Mogul Line s.s. Lennax, from United Kingdom to Hongkong, left Singapore on the 10th February, and is expected to arrive here the 17th February, at daylight.

The E. & A. s.s. St. Albans from Sydney, &c., is due at Manila on the 18th February, and may be expected to arrive here on the 19th February.

The American & Oriental Line s.s. Royal Prince arrived at Yokohama on the 8th February, and may be expected at Hongkong on the 23rd Feb.

The Barber Line s.s. St. Ebbert left New York for Hongkong via Suez Canal on the 2nd January, and is due here about the beginning of March.

The Barber Line s.s. Bolton